

APPENDIX M

WASTE TIRE ADVISORY COUNCIL RECOMMENDATIONS

Waste Tire Advisory Council Recommendations

The Waste Tire Advisory Council has worked with the department to identify unmet and unfunded needs in the interest of furthering the success of the waste tire efforts.

- The Waste Tire Fee expires on Jan. 1, 2004 in the existing statute. The Waste Tire Advisory Council reached consensus that the existing fee should be extended seven to 10 years.
- The Waste Tire Advisory Council recommends future legislation provide the department more flexibility with the funding. This flexibility could be accomplished by changing the allocation percentages stated in the existing statute.
- The Waste Tire Advisory Council recommends all waste tire work be paid for with funding from the Scrap Tire Subaccount of the Solid Waste Management Fund. Even after reducing waste tire staff by one full time equivalent position in 1997, the department currently subsidizes waste tire work with funding from the Solid Waste Management Fund.
- Increase funding flexibility in upcoming legislation.
- Enhance established controls for permitting, enforcement and inspections. Enforcement is considered the most important aspect of existing controls.
- Address the waste tires that are not accounted for through the existing infrastructure. Currently, about five percent of the waste tires generated cannot be accounted for within the system.
- Increase collection center inspections. Currently, the program is able to inspect about 20 percent of the existing retailers annually.
- Enhance tracking system. The system for tracking waste tires “from cradle to grave” is cumbersome and time intensive. The Solid Waste Management Program is automating the system.
- Augment market development via the Waste Tire Grant Program. The current statute limits funding for grants to five percent of the revenues collected, currently \$85,000 to \$100,00 per year. This limitation virtually eliminates meaningful market development.
- Improve coordination with Missouri Department of Transportation, Missouri Department of Corrections, Division of State Parks, Environmental Improvement and Energy Resource Authority and industry to introduce more waste tire-derived materials in their projects.
- Promote the use of rubberized asphalt with state and local agencies and paving contractors.
- Support the use of waste tires in civil engineering applications. Promote projects using waste tire material in highway construction such as lightweight fill and drainage. Promote landfill projects using waste tire material as a liner protection layer, in leachate and methane gas collection systems, and as a drainage layer under final cover.
- Sustain the appropriate use of tire-derived fuel. This is currently the largest end use-market of waste tire material.
- Advance the markets for crumb rubber. Promote the use of crumb rubber as a raw material in the manufacture of new products.
- Expand education efforts.
- Assist local governments with waste tire control efforts and illegal dump cleanups.